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One Year \$1.00
Three Months .75
Six Months .50
DELIVERED BY CARRIER.
Pay Monthly—25 Cents
Payable to carrier at end of month.

TO ADVERTISERS.
Advertising rates uniform and reasonable and made known on application of the office.

Subscribers who fail to get the Public Ledger regularly should send a letter by reporting the loss at THE OFFICE.

AUGUST—1898.						
Sun.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

The California Democrats declare themselves "opposed to the surrender to Spain of any of the territory that has been acquired by American valor," which means that the C.D.'s want to "Hold dem Philipines."

The war closes with an available cash balance of \$271,057,512 in the Treasury of the United States, of which sum \$190,403,989 is in gold. Has anybody seen a report from Spain's Secretary of the Treasury?

OFFICIALS IN Havana fear that trouble is brewing, and still refuse to admit Americans, saying that the war is not over until the terms are known and accepted. They do not believe that Spain has lost two of her deities and the biggest part of her armies in Cuba and the Philippines. Wonder if they know that the United States is on the map?

For strictly pure Green Grit at Henry W. Ray's Postoffice Drugstore.
DeWitt's Witch Hazel Salve has the largest sale of any Salve in the world. This fact and its merit has led dishonest people to attempt to counterfeit it. Look out for the man who attempts to deceive you when you call for DeWitt's Witch Hazel Salve the great cure cure. Henry W. Ray, adjoining Postoffice.

GIVE STREET NUMBERS.

Hereafter Maysville Pensioners Must Tell Just Where They Live.

Pension Commissioner Evans has issued an order to all Pension Examiners, Postmasters, Pension Agents and others that is being strictly carried out.

The order directs that every person in a free delivery city must be required to give, in stating Postoffice address in vouchers, a street and number.

A general delivery affords no protection to the Government or the pensioner, and no letter from a Pension Agent should be so addressed in any case in which it can possibly be avoided.

It is necessary to aid and cooperate with the Postoffice Department in carrying out rules and regulations, and Postmasters are called upon to aid the Pension Department in every possible manner.

The ruling is regarded by the Pension Examiners as a very wise one.

The main office in Washington often wants to investigate into the case of a pensioner concerning whom the officials were suspicious, and if a man gave a general delivery address it would be pretty hard to find him.

Pension checks usually go to large cities and give a general delivery address.

The ruling will help the officials in dealing with such people.

STATE OF OHIO, CITY OF TOLEDO, Lucas County.
Frank J. Cheney makes oath that he is the senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, county and state aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every copy of Caruth's catarrh cannot be cured by the use of Caruth's Catarrh Cure.
FRANK J. CHENEY.
Subscribed to before me and subscribed in my presence this 8th day of December, A. D. 1898.
A. W. GLEASON,
Notary Public.

Hall's Catarrh Cure is taken internally and used directly on the blood and mucous surfaces of the system. Read testimonials, free.
F. J. CHENEY & CO., Toledo, O.
Sold by Druggists Everywhere.
B.P. Hall's Family Pills are the best.

KENTUCKY NEWS.

The Latest News From All Parts of the Commonwealth.

FOR HOUSES OF REFORM.

The Trustees Decide to Buy a Farm Near Lexington, Ky., Where a House of Reform will be Located.
Lexington, Ky., Aug. 24.—The board of trustees of Kentucky's house of reform met here, and after a long session decided on buying the Tauscher place, of 210 acres on the Greendale pike, five miles from Lexington. Contrary to view, Bradley's interpretation of the bill creating the houses of reform, the house for the boys and the one for the girls will be located on the same farm. This is in opposition to Mrs. Henshaw's views, and she brought in a minority report against it. Her stand is that the houses must be located on separate farms, in order to carry out the spirit if not the letter of the law. There will be a hard fight against pitting both houses on the same farm, and the governor will support Mrs. Henshaw.

Opposed to Dr. Whitsett.
OWENSBORO, Ky., Aug. 22.—At Greenville the Owensboro Baptist association declined by a vote of 71 to 12 to strike from the report on colleges a clause withholding support from the Louisville Theological seminary if Dr. Whitsett should remain any connection with it. The association, which has 9,000 members, practically pledged opposition to any candidate who shall not declare himself in favor of local option.

State Railway Annual Reports.
FRANKFORT, Ky., Aug. 22.—The annual reports of the state railroad companies to the railroad commission, which are due on September 1, are already beginning to come in. The penalty for failure to report which comes into effect that date, and which is being vigorously exacted, will greatly assist the commission in its work this fall, as all the reports will likely be in by the time the fall session begins.

Wounded at a Dance.
LEXINGTON, Ky., Aug. 22.—At a Negro dance in Washington, a colored youth, Dick Waters, master of ceremonies, shot and fatally wounded J. Lewis. The wounded man was dragged out on a table, but the dancing was kept up until 1 o'clock, when the condition of Lewis grew so serious that Waters ran off and the dance was stopped.

Escaped From Jail.
LEXINGTON, Ky., Aug. 22.—The fellow calling himself J. W. Carter, who is claiming to be from Port Royal, this county, who was arrested for obtaining money under false pretenses, escaped from jail Saturday night. A hunter and chased him, but failed to bring him from the outside, while he cut his way out.

Petitions for Pardon Rejected.
FRANKFORT, Ky., Aug. 22.—Petitions for pardon in the case of Leslie Simpson and Charles Harris, of Meigs county, convicted of disturbing a peace meeting, were rejected by the pardon board. Simpson was one of the pardon of Henry C. Cook, of Daviess county, convicted of manslaughter.

Killed by a Forer.
LEXINGTON, Ky., Aug. 22.—Sam Warner, proprietor of the billiard saloon "Fourth and Green streets, who was shot by Robert Alfred, the Negro porter, died last morning. Alfred made his escape.

TWO HOTELS BURNED.

Five Lives Reported to Have Been Lost in a Hotel Fire in Lexington, Ky. Further Particulars Will Be Given.

LITTLE ROCK, Ark., Aug. 22.—News received here Saturday night from Lexington, Ky., that two hotels at Hot Springs were burned at 7 p. m. and that six lives were lost and a number of persons injured. The loss is about \$75,000.

The hotels destroyed were the Windsor, two stories, and the National, three stories. Both were frame structures.

The dead, so far as known at present, are:

W. M. Hughes, of Tulsa, I. T.
R. T. Wells, of Market Tree, Ark.
A man named Nat Hughes, of Green county, is supposed to be lost.

Sampson and Schrey Ordered to Washington.
WASHINGTON, Aug. 22.—Adm. Sampson and Schrey have been ordered to report at Washington, and it is expected they will reach here early in the part of next week probably on Monday. As they are going to report to the admiralty, they will be accompanied by the Cuban and Porto Rican commissions, their visit here will afford an opportunity to meet their associates on these commissions and to discuss the general policy to be maintained by this government on the Isthmus.

The Manila Cable.
LONDON, Aug. 22.—The Manila cable, it is expected, will be reopened for business on Monday or Tuesday next. The cable company has been authorized from both Washington and Madrid to repair and operate the line and a cable repair ship is now en route. It is expected to arrive at the end of cutting on Monday and to have the cable connected within a couple of hours after arriving.

THE FIGHTER'S GUIDE.

A Big Wheat Crop For 1899.

That's our prediction for Mason, Bracken and Robertson counties. We make no pretensions in the way of fortune telling; neither are we a prophet. We are simply gifted with a goodly amount of "horse sense." We know that there will be a good wheat crop next year, because the bulk of the wheat sown this fall will be sown with Empire Disc Drills, and they make no mistake. Empire Drills are positive and absolute. They do exactly what you tell them to do. The Empire Disc Drill is the only positive feed drill made. It will feed the same quantity of wheat, rye, oats or barley with the same gear. Size of the grain cuts no figure with the Empire. You do not have to sow four or five acres before you know what you are doing as with other drills. The Empire has telescoping steel conductors which never break or choke up as do the old-fashioned rubber conductors. The Empire drag bars are fastened to the top of the boot, five inches higher than on other drills and trash will not choke and stop the Empire.

EMPIRE WHEAT DRILL.

will drill corn successfully. Remember, the Empire is a positive feed drill, and the only one on the market. The grain is gently lifted into the conductors by a round, saucer-shaped part which is made to rotate by a square shaft. Only so much grain can be lifted and fed as this part will hold, and in order to sow a large or small quantity of grain per acre you simply put a large or small cog wheel on this shaft, which makes the round, saucer-shaped lift revolve faster or slower. Each cog wheel is numbered and guaranteed to sow an exact quantity of any grain per acre of wheat, rye, oats or barley. The Empire is a thin-bladed wagon, and a peculiar wheel, a wheel that we will guarantee will not rub the boxes in five years as on other drills—no, not in twenty-five years. Buy the best. Buy the Empire and take advantage of 48 years experience. The factory now offers you the result of a lifetime's study and invention, viz: The Empire Disc Drill. Ask your grandfather about it. Ask any old citizen if he ever heard of an Empire Drill. I can show you an Empire Drill that is 31 years old and still running. The Empire for 48 years has had a National reputation—known and used the world over except Mason county. The Empire is not a cheap drill. It costs the agent a little more than other drills. Perhaps that is why your implement dealers have never sold the Empire Drill here. Empire Drills are being exhibited and sold in Mason county now. I have shown this drill to at least 80 farmers in the last two weeks and every one is enthusiastic in its praise. Call, examine this wonderful machine and convince yourself. It is a pleasure for us to exhibit it. Call and see us.

JOHN I. WINTER,
THE PRICE FIGHTER,
MAYSVILLE, KY.

INTERESTING NEWS ITEMS.

The cable line between Hong Kong and Manila is now being operated.

At Madrid the death is announced of Don Federico Madrazo, the celebrated Spanish painter, in his 84th year.

The Spanish troops at San Roque have been ordered to Barcelona, where they will probably be disbanded unless the Carlist agitation attains importance.

The Porto Rico commission, it is announced, has been appointed by Spain. It is composed of Alon. Valarino, Gen. Ortega and Senor Sanchez de Lazagui.

The American transports Peru and Pacific, lying on board here, this and Gen. Hughes, arrived at Manila at 3 o'clock Sunday morning. There was no serious illness on board either of the vessels.

Three warships will be built at the Brooklyn navy yard to cost respectively \$75,000, \$60,000 and \$50,000. The largest will be 250 by 60 feet, three stories high and will be used for sailing, rigging, etc.

Conditions about the great state war and navy building practically have assumed their normal aspect. Only a few clerks were on duty in the principal bureaus Sunday and they did only a few hours work.

The missionary collection taken at the Christian alliance meetings, presided over by Dr. Simpson Sunday, amounted to \$60,000. About \$1,000 of that amount was pledged toward sending missionaries to Cuba and the Philippines.

Brig. Gen. King is in charge of the troops on the Arizona. Maj. Gen. Merriam has instructions to erect a hospital at Honolulu to cost, with its site, \$35,000. Plans for at least 1,500 troops are also to be erected at Honolulu.

A dispatch from Washington says: Charles Crump, the head of the Crump's shipyard in Philadelphia, is in Washington to consult the naval authorities regarding the bids which are to be opened on September 1 for the three 16-inch battle ships.

The ships belonging to Adm. Sampson's fleet at New York received thousands of callers Sunday. The crowds which visited the war vessels were second only to those which greeted them during their progress up the North river on Saturday.

Carl Frickard, of the Cunarder Carpathia, which has arrived at Boston,

"The Blow Almost Killed Father!"

Two weeks ago V Crimp Roofing sold in Maysville at \$2 35 a square. Today V Crimp Roofing is selling at \$1 95 a square in Maysville, notwithstanding the fact that all factories advanced the price July 30th 10 cents a square. The Price Fighter did it with his little hatch. In two weeks he brought V Crimp Roofing down from \$2 35 to \$1 95. He claims to be your friend. Will you regard him as such? He claims that he is entitled to your consideration and your patronage.

U. S. 28 gauge, weighing 70 pounds to the square, only \$1 85, including the sticks, at the Price Fighter! We will put a crimp in any man's price. A two-horse Farm Wagon, made of second growth hickory, complete with brake, bed and spring seat, \$27 95. The long looked-for come at last. Sell or trade off that jolt wagon and get a spring wagon. Greatest invention of the age. Florence Second growth Hickory Wagons are now equipped with



The Springs are under the sandboard, right on the axle, and positively remove all the jolt, jar and jostle from wagon, load and driver. We guarantee these springs to add 50 per cent. to the life of a wagon. We guarantee these Springs to add 1,500 pounds to the carrying capacity of a 3-horse wagon. Remember, these Wagons are made in a C. and O. L. and N. freighter. Your neighbors say that they are worth \$25 to a wagon. Better try them and see. The Florence Farm Wagon has in six months factory wagon on the market. Florence to an extent that is very gratifying to us and alarming to our competitors. True, merit always wins. We are pleased to see that these wagons since January 1st, 1898. The indeed a pleasure that pleases everyone. Remember, these Wagons have Pennsylvania Black Birch Hubs, every spoke in every wheel is made of a hickory, every wheel is hickory, every spring is hickory, every hub is hickory, every axle is hickory, every bolt is hickory, every nut is hickory, every screw is hickory, every piece of woodwork is dipped in hot linseed oil before being painted. The heaviest guarantee on earth and warranted in every respect. Buy a Florence and get the best. Mollen Metal dripping from Boxcar No. 5822 testified to the temperature of the climate with which it was loaded. Look at—



Do you wonder that these hot baggages melted the iron on the car on which they were loaded to Maysville?

John I. Winter, THE PRICE FIGHTER, Maysville, Ky.

RAILROAD TIME TABLES.

CINCINNATI DIVISION—CHAMPAIGN AND OHIO.		MAYSVILLE DIVISION.	
Train.	Time.	Train.	Time.
1.	8:00 a. m.	1.	8:00 a. m.
2.	8:30 a. m.	2.	8:30 a. m.
3.	9:00 a. m.	3.	9:00 a. m.
4.	9:30 a. m.	4.	9:30 a. m.
5.	10:00 a. m.	5.	10:00 a. m.
6.	10:30 a. m.	6.	10:30 a. m.
7.	11:00 a. m.	7.	11:00 a. m.
8.	11:30 a. m.	8.	11:30 a. m.
9.	12:00 p. m.	9.	12:00 p. m.
10.	12:30 p. m.	10.	12:30 p. m.
11.	1:00 p. m.	11.	1:00 p. m.
12.	1:30 p. m.	12.	1:30 p. m.
13.	2:00 p. m.	13.	2:00 p. m.
14.	2:30 p. m.	14.	2:30 p. m.
15.	3:00 p. m.	15.	3:00 p. m.
16.	3:30 p. m.	16.	3:30 p. m.
17.	4:00 p. m.	17.	4:00 p. m.
18.	4:30 p. m.	18.	4:30 p. m.
19.	5:00 p. m.	19.	5:00 p. m.
20.	5:30 p. m.	20.	5:30 p. m.
21.	6:00 p. m.	21.	6:00 p. m.
22.	6:30 p. m.	22.	6:30 p. m.
23.	7:00 p. m.	23.	7:00 p. m.
24.	7:30 p. m.	24.	7:30 p. m.
25.	8:00 p. m.	25.	8:00 p. m.
26.	8:30 p. m.	26.	8:30 p. m.
27.	9:00 p. m.	27.	9:00 p. m.
28.	9:30 p. m.	28.	9:30 p. m.
29.	10:00 p. m.	29.	10:00 p. m.
30.	10:30 p. m.	30.	10:30 p. m.
31.	11:00 p. m.	31.	11:00 p. m.
32.	11:30 p. m.	32.	11:30 p. m.
33.	12:00 a. m.	33.	12:00 a. m.
34.	12:30 a. m.	34.	12:30 a. m.
35.	1:00 a. m.	35.	1:00 a. m.
36.	1:30 a. m.	36.	1:30 a. m.
37.	2:00 a. m.	37.	2:00 a. m.
38.	2:30 a. m.	38.	2:30 a. m.
39.	3:00 a. m.	39.	3:00 a. m.
40.	3:30 a. m.	40.	3:30 a. m.
41.	4:00 a. m.	41.	4:00 a. m.
42.	4:30 a. m.	42.	4:30 a. m.
43.	5:00 a. m.	43.	5:00 a. m.
44.	5:30 a. m.	44.	5:30 a. m.
45.	6:00 a. m.	45.	6:00 a. m.
46.	6:30 a. m.	46.	6:30 a. m.
47.	7:00 a. m.	47.	7:00 a. m.
48.	7:30 a. m.	48.	7:30 a. m.
49.	8:00 a. m.	49.	8:00 a. m.
50.	8:30 a. m.	50.	8:30 a. m.
51.	9:00 a. m.	51.	9:00 a. m.
52.	9:30 a. m.	52.	9:30 a. m.
53.	10:00 a. m.	53.	10:00 a. m.
54.	10:30 a. m.	54.	10:30 a. m.
55.	11:00 a. m.	55.	11:00 a. m.
56.	11:30 a. m.	56.	11:30 a. m.
57.	12:00 p. m.	57.	12:00 p. m.
58.	12:30 p. m.	58.	12:30 p. m.
59.	1:00 p. m.	59.	1:00 p. m.
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64.	3:30 p. m.	64.	3:30 p. m.
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66.	4:30 p. m.	66.	4:30 p. m.
67.	5:00 p. m.	67.	5:00 p. m.
68.	5:30 p. m.	68.	5:30 p. m.
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70.	6:30 p. m.	70.	6:30 p. m.
71.	7:00 p. m.	71.	7:00 p. m.
72.	7:30 p. m.	72.	7:30 p. m.
73.	8:00 p. m.	73.	8:00 p. m.
74.	8:30 p. m.	74.	8:30 p. m.
75.	9:00 p. m.	75.	9:00 p. m.
76.	9:30 p. m.	76.	9:30 p. m.
77.	10:00 p. m.	77.	10:00 p. m.
78.	10:30 p. m.	78.	10:30 p. m.
79.	11:00 p. m.	79.	11:00 p. m.
80.	11:30 p. m.	80.	11:30 p. m.
81.	12:00 a. m.	81.	12:00 a. m.
82.	12:30 a. m.	82.	12:30 a. m.
83.	1:00 a. m.	83.	1:00 a. m.
84.	1:30 a. m.	84.	1:30 a. m.
85.	2:00 a. m.	85.	2:00 a. m.
86.	2:30 a. m.	86.	2:30 a. m.
87.	3:00 a. m.	87.	3:00 a. m.
88.	3:30 a. m.	88.	3:30 a. m.
89.	4:00 a. m.	89.	4:00 a. m.
90.	4:30 a. m.	90.	4:30 a. m.
91.	5:00 a. m.	91.	5:00 a. m.
92.	5:30 a. m.	92.	5:30 a. m.
93.	6:00 a. m.	93.	6:00 a. m.
94.	6:30 a. m.	94.	6:30 a. m.
95.	7:00 a. m.	95.	7:00 a. m.
96.	7:30 a. m.	96.	7:30 a. m.
97.	8:00 a. m.	97.	8:00 a. m.
98.	8:30 a. m.	98.	8:30 a. m.
99.	9:00 a. m.	99.	9:00 a. m.
100.	9:30 a. m.	100.	9:30 a. m.

B. & O. S. W.		VANDERBILT SYSTEM.	
Train.	Time.	Train.	Time.
1.	8:00 a. m.	1.	8:00 a. m.
2.	8:30 a. m.	2.	8:30 a. m.
3.	9:00 a. m.	3.	9:00 a. m.
4.	9:30 a. m.	4.	9:30 a. m.
5.	10:00 a. m.	5.	10:00 a. m.
6.	10:30 a. m.	6.	10:30 a. m.
7.	11:00 a. m.	7.	11:00 a. m.
8.	11:30 a. m.	8.	11:30 a. m.
9.	12:00 p. m.	9.	12:00 p. m.
10.	12:30 p. m.	10.	12:30 p. m.
11.	1:00 p. m.	11.	1:00 p. m.
12.	1:30 p. m.	12.	1:30 p. m.
13.	2:00 p. m.	13.	2:00 p. m.
14.	2:30 p. m.	14.	2:30 p. m.
15.	3:00 p. m.	15.	3:00 p. m.
16.	3:30 p. m.	16.	3:30 p. m.
17.	4:00 p. m.	17.	4:00 p. m.
18.	4:30 p. m.	18.	4:30 p. m.
19.	5:00 p. m.	19.	5:00 p. m.
20.	5:30 p. m.	20.	5:30 p. m.
21.	6:00 p. m.	21.	6:00 p. m.
22.	6:30 p. m.	22.	6:30 p. m.
23.	7:00 p. m.	23.	7:00 p. m.
24.	7:30 p. m.	24.	7:30 p. m.
25.	8:00 p. m.	25.	8:00 p. m.
26.	8:30 p. m.	26.	8:30 p. m.
27.	9:00 p. m.	27.	9:00 p. m.
28.	9:30 p. m.	28.	9:30 p. m.
29.	10:00 p. m.	29.	10:00 p. m.
30.	10:30 p. m.	30.	10:30 p. m.
31.	11:00 p. m.	31.	11:00 p. m.
32.	11:30 p. m.	32.	11:30 p. m.
33.	12:00 a. m.	33.	12:00 a. m.
34.	12:30 a. m.	34.	12:30 a. m.
35.	1:00 a. m.	35.	1:00 a. m.
36.	1:30 a. m.	36.	1:30 a. m.
37.	2:00 a. m.	37.	2:00 a. m.
38.	2:30 a. m.	38.	2:30 a. m.
39.	3:00 a. m.	39.	3:00 a. m.
40.	3:30 a. m.	40.	3:30 a.

TRAINS COLLIDE.

Terrible Accident on the New York, New Haven & Hartford Railroad.

TRAIN TELESCOPED AT SHARON, MASS.

Seven Persons Are Dead and Twenty-Six Were Wounded, Some of Whom Will Die.

A Passenger Train Was Standing at the Station When An Express, Without Warning, Rounded a Curve and Crashed into the Standing Train.

SHARON, Mass., Aug. 22.—A frightful rear-end collision occurred in the Sharon station of the New York, New Haven & Hartford railroad at 7:30 Sunday night, when an express train which was running as the second section of a long train, crashed into the first section, composed of local cars. As a result six persons were killed and 26 seriously injured. The injured were nearly all removed to Boston on a special train, which was met by ambulances and surgeons. The rear car of the local train was completely demolished and a portion of the express car, while the engine of the second train was crippled. The dead are: Franklin M. Waters, Somerville, Mass.

Mrs. William J. Fitzpatrick, Boston, her granddaughter, Mary Fitzpatrick, 10 years of age, and her grandson, five years old.

A woman supposed to be Mrs. Watson of Westley, R. I.

Mrs. C. H. Briscoe, Revere. The injured, some 26 in number, are mostly Boston people.

The two trains which were in the collision were usually combined into one long train, but as the traffic Sunday was so heavy it was divided, the first section running as a local accommodation, while the second which started from Sharon 15 minutes later than the first, ran as an express. The local train due at Sharon at 7:30 was 15 minutes late. It left Sharon on time, making two stops, and had lost 15 minutes between Mansfield and Sharon. It was due in Canton Junction, the next station beyond Sharon, two minutes ahead of the express train, which should have passed it there. Sharon is situated on a curve and both the outward and inward tracks are protected by electric block signals.

After the accident it was thought the block signal protecting the inward track was set at danger, showing, as it was intended, that there was a train in the station.

There was no warning given by the conductor of the Mansfield local to show the approaching train that the track was not clear at the junction. It was not until he was within 50 feet of the station that the engineer of the express noticed anything wrong. He immediately set all brakes and whistled the warning, but it was too late to stop the express. It crashed into the rear car, splitting it in two and completely demolishing it with the exception of the roof. It issued was not alighted until the engine had penetrated fully five feet in the rear of the second car. The escaping steam entered the car and badly scalded a number of the occupants. The roof of the last car was forced on top of the engine of the express and remained there as the only portion of the car intact.

Engineer Getchell and Fireman Holmes, of the express both jumped when they saw that a collision was unavoidable. Getchell was cut and bruised about the head. He stated after the accident that the engine field promptly on time and there was no incident until he was within 400 feet of the Mansfield train. Then he saw the rear lights of that train and shut off all steam. Meanwhile he had whistled for brakes and used every effort to stop his train.

Every one of the killed and injured were on the Mansfield train, and the only explanation of the fact that the number of fatalities is not larger is that the passengers were all in the forward end of the car in the act of alighting at the station. There were about 30 people in the rear car and most of them at the time of the accident were either upon the front platform or standing by the door.

Mrs. Fitzpatrick, the young girl, was taken from the wreck, but unconscious, and died just as the special train started for Boston. Twenty-two of the injured were taken on this train and four others, whose names they refused to disclose, remained in Sharon.

The scene about the little station at Sharon was a terrible one.

A large corps of surgeons and two undertakers arrived soon after the accident and immediately set to work to relieve the suffering and care for the bodies of the dead. There were very few lights about the portion of the track where the accident occurred and the surgeons were compelled to do their work in total darkness.

THE BATTLE OF MANILA.

Spanish Resistance Was Heroic—Nonfatal—The American Loss Was 40 Killed and About 100 Wounded.

HOVE KONO, Aug. 22.—Officers of the steamer China, from Manila, which has arrived here, report that it was evident that the resistance of the Spaniards when Manila was attacked by the Americans was merely nominal and was made solely to maintain the honor of Spain. The officers talked with express belief that the escape of Gov. Gen. Augustin was pre-arranged and was well understood by him. Dewey's dispatch from Manila, dated August 13, says the total number of killed on the American side during the attack upon and capture of Manila was 46 and of the wounded about 120. The Spanish losses were 200 killed and 400 wounded. The fire of the Americans did practically no damage to the town or to the non-combatants. The Americans had considerable difficulty in keeping the insurgents out of the city, only admitting those who were without weapons.

Five insurgents were shot while looking at the American flag. One officer became involved in a quarrel with a Spaniard in the Escuela, in the Binondo suburb, during which the Spaniard fired upon the insurgent, inflicting wounds in the latter's leg. The Spaniard was arrested and imprisoned.

Gen. Merritt has issued a proclamation decreeing that the provisional government authorities shall retain their offices and that everything shall remain unchanged for the present, except so far as the supreme jurisdiction is concerned. The proclamation further declares that any native who resists the present authorities shall be treated as a lawbreaker.

Gen. Jauesen, in the course of an interview had with him by a correspondent, said he knew the fight was a hopeless one, but that he intended to resist the Americans in the name of honor, but was persuaded to surrender for the sake of the non-combatants. He eulogized the Americans for the humanity they have shown.

The last official act of Gen. Jauesen was to issue a journal for speaking the truth. The journalist requested the correspondent to state that he had loyally done his best for the country. He had thrice been punished, had fought bravely as a volunteer, had been captured and released, and further, was ready to fight again, but was "utterly disgusted with a government and a nation which tolerates and welcomes the Americans."

Serious trouble is threatened by the insurgents because they were prevented from having their own way. They assert that they are able to render the islands untenable for any body.

MILITARY GOVERNMENT.

The Insurgents of Manila Fear They Will Be Restored to Spain—Many in the Spanish Treasury.

LONDON, Aug. 22.—The Manila correspondent of the Daily Telegraph in a dispatch dated Sunday says: "Gen. Merritt has proclaimed a government of military occupation. The government of the Philippines is in the hands of the Spaniards. The Spaniards guarantee for freedom of the press and religion and for just administration are useless unless under foreign supervision."

The Spanish minister of finance, "Foreign opinion is in line in praise of the action of the American commanders in exulting armed rebels from the island. There is good reason to believe that their triumph saved Manila from pillage."

The Spanish Minister of Finance.

LONDON, Aug. 22.—The Times correspondent in Madrid says: "A committee consisting of Duke Almonacid de los Rios, the foreign minister; Senor Romero y Canales, minister of the economy; Senor Canales, minister of marine, is preparing instructions for the Cuban and Porto Rican commissioners, which will be dispatched on August 23, to arrive within the time fixed by the protocol."

Deaths at Fort McPherson.

ATLANTA, Ga., Aug. 22.—Harry L. Jay, troop F, 5th cavalry; William S. Hellyar, troop D, cavalry; and Albert Powers, company M, 2d New York volunteers, died at Fort McPherson Sunday of typhoid fever. Powers' body was shipped to New York and the other two will be buried in the national cemetery at Annapolis. Their homes are not known.

WARMLY GREETED.

Battle-Scarred Cruisers and War Ships Moved Proudly into New York Harbor.

GREATER NEW YORK'S DAY OF DAYS.

A Welcome to Sampson's Fleet Such as the Nation Never Before Gave to Any One.

The Hearts of Our Naval Heroes Gladdened by the Warm Welcome Extended by a Million of Patriotic Americans in the Metropolis.

NEW YORK, Aug. 22.—New York and the nation have fully Saturday night and the appreciation of the republic of her victorious fleet. An imposing naval pageant of warships has been received in the harbor of the largest city of the country with acclamations of delight and admiration and ovation from shore and from the great flotilla of all sorts of craft on the water has significantly given to the returning heroes some idea of the esteem and admiration in which they are regarded by the people.

Long before the sunrise gun was fired at Castle William, Governor's Island, the people were astir. Crowds were hurrying to the river to be early on the scene. The New York and New Jersey shores were crowded with people. The river and bay were literally alive with craft until the craft aloft with their cheering and song, and the nature of the scene was when the flags were raised on the forts and the ships. As the stars and stripes were raised aloft the bands of the forts and on the flagships played the



REAR ADMIRAL SCHLEY.

"Star Spangled Banner" and the shores rang with patriotic cheers.

There was very little friction in carrying out the programme and no more delay than was to be expected. The citizens' committee left the foot of Cortlandt street on the steamer Glen Island and proceeded down the bay followed by a long retinue of all sorts and description of craft. At Tompkinsville the mayor and committee of debarbated and boarded the police boat Patro.

The patrol then headed for the flagship with colors flying and bands playing. States Island shores were literally lined with the people and they joined in the general acclaim with the people on the multitude of boats. Welcoming ceremonies were short but impressive.

The ceremonies over, amid the hoarse shrieking of steam whistles and the howling of the throngs on shore and water, the mayor and committee returned to the Glen Island.

Such was the extent of the day. There was considerable wigwagging on the gray battle ships, and the police boats formed in line. Then came the Glen Island, and then the battle ships began to slowly move on the bay. There was a salvo of cannons and the cheers of people and the toots of thousands of whistles made an indescribable din.

Such the monster pageant was in line. First came Adm. Sampson's flagship Brooklyn, then Adm. Schley's flagship Oregon, then the Massachusetts, Oregon, Iowa, Indiana and Texas, and after them a motley mass of all sizes and descriptions, with flags waving and people cheering. The great battle ships moved slowly and majestically. As Governor's Island was passed there was a tremendous report from the guns that did so much execution at Guantanamo and Santiago. The people on shore and afloat went wild. They yelled and screamed, waved flags and jumped up and down in patriotic fervor.

And so it was all the way up to Grant's tomb, where there was a final demonstration of patriotic fervor such as New York has never witnessed before. The pageant was viewed and cheered by hundreds of thousands of people. It was a magnificent scene and never to be forgotten. Adm. Sampson, looking far better than when war commenced, is very glad to get home. Speaking of his demonstration of patriotic fervor such as New York has never witnessed before. The pageant was viewed and cheered by hundreds of thousands of people. It was a magnificent scene and never to be forgotten.

"They have born their privations in a manner beyond all praise."

And summing up what has been one of the most successful and important naval campaigns in the history of the world. Sampson says:

"The navy has been fortunate. We have, I think, made no mistakes." How much Sampson contributed to the success of the war, the efficiency of his service and the splendid manner he directed the largest fleet ever under the command of one man in the history of the United States, probably will not be known or fully appreciated until the history of this war is written.

The health of the fleet is excellent. The ships need docking badly, the Indiana, Iowa and New York especially. The first named will probably require a thorough overhauling of her machinery.

MUST RETIRE.

Philippine Insurgents Ordered to Leave Ten Miles Outside of Manila—Force May Have to Be Used.

MANILA (via Paris), Aug. 22.—The city is quiet. The banks are now open and business has been resumed. Armed rebels are not allowed in the city. Maj. Merritt has ordered that armed rebels retire ten miles from Manila within three days. Representatives of Aguinaldo agreed to these terms Saturday, asking on their part for employment under American patronage for the leading rebels, which was granted.

The rebel force declare that if Aguinaldo orders them to retire they will refuse and will attack Manila. The result would be disastrous to them, as Manila is amply protected by 10,000 American troops.

The custom house, administration bureau, post office and port are now administered by American officers. Customs dues on goods at Manila in the custom house amount to \$2,000,000.

Remember the name when you buy again.

It is an admirable chew fit for an Admiral. In no other way can you get as large a piece of as good tobacco for 10 cents.

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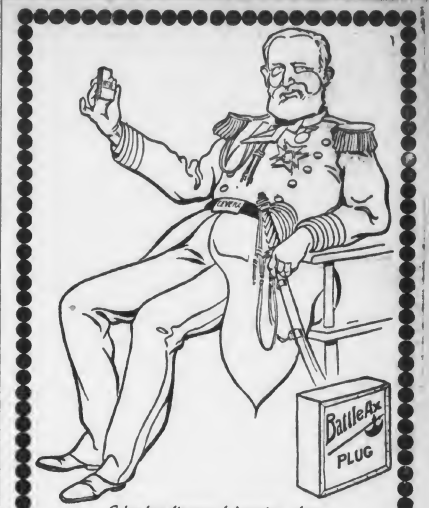
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Columbus discovered America—but I have discovered BATTLE AX!

There is a satisfied—glad I've got it—expression on the faces of all who discover the rich quality of

Battle-Ax PLUG

It is an admirable chew fit for an Admiral. In no other way can you get as large a piece of as good tobacco for 10 cents.

Remember the name when you buy again.

RIDING ON THE RAIL!

What the Great Steel Highway Offer to Travelers.

Only \$19.50 to Omaha, Neb., and Return \$39.00.

On July 1st and August 1st, 21st, 15th and 16th the C. & O. will sell round-trip tickets at rate of one fare plus \$2.00 return tickets in Colorado, Idaho, Indian Territory, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Wisconsin and Wyoming.

For the 15th and 16th tickets sold for morning train only. Return limit 21st.

Indians and Return \$3.50.

Grand Round-trip Knights of Pythias and Supreme Lodge, Indian Territory, August 21st to September 15th. For these occasions the C. & O. will sell round-trip tickets Mayville to Indianapolis at \$1.75. Tickets on sale August 21st, 21st and 22nd; limit of tickets August 21st, with privilege of extension until September 15th.

Householders' Excursion.

On July 1st and August 1st, 21st, 15th and 16th the C. & O. will sell round-trip tickets at rate of one fare plus \$2.00 return tickets in Colorado, Idaho, Indian Territory, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Wisconsin and Wyoming.

For the 15th and 16th tickets sold for morning train only. Return limit 21st.

Kansas City and Return \$19.50.

On July 1st and August 1st, 21st, 15th and 16th the C. & O. will sell round-trip tickets at rate of one fare plus \$2.00 return tickets in Colorado, Idaho, Indian Territory, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Wisconsin and Wyoming.

For the 15th and 16th tickets sold for morning train only. Return limit 21st.

Special Reduced Rates to the Trans-Mississippi and International Exposition, Omaha, Neb., June to November.

This great attraction will in many respects bear favorable comparison to the World's Fair, and will be the chief event on the part of Omaha in the entertainment of visitors to that beautiful city. There are numerous ways to reach Omaha, but the most popular route is the Missouri Pacific Railway, known to the experienced traveler as the "Old Reliable," offering two fast daily trains, with Pullman buffet sleeping cars and handsome free revolving chairs. Illustrated souvenir book and full information furnished free on application.

A. Gallagher, Assistant Passenger Agent, 4th Street Station, Cincinnati.

Special Reduced Rates to Denver, Colo., and Return.

On June 25th and 26th and June 15th, 17th and 18th the Missouri Pacific Railway, Colorado Short Line will have on sale round-trip tickets to Denver at special reduced rates, according to American Medical Association Meeting, June 15th to 18th, and the Biennial Meeting, General Federation Women's Clubs, June 20th to 23rd. Tickets good thirty days from date of sale, with privilege of five days stop-over at two fast daily trains, with Pullman buffet sleeping cars and handsome free revolving chairs. Illustrated souvenir book and full information furnished free on application.

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CITY DIRECTORY

CITY OFFICIALS.	
Mayor.....	William B. Stallcup.
Police Judge.....	A. A. Wadsworth.
City Engineer.....	W. H. Smith.
Collector and Treasurer.....	J. W. Fitzgerald.
City Assessor.....	James Stewart.
Inspector of Coal.....	James Brown.
Wharfmaster.....	C. M. Phelan.
City Physician.....	Dr. Samuel Harvey.
City Jailor.....	James A. Brown.
Engineer Almshouse.....	Sam. Allen Pay.
City Clock Keeper.....	John Ryan.

CITY COUNCIL.

Meets First Monday Evening in Each Month.

William B. Stallcup, President.

MEMBERS.	
First Ward.	Fourth Ward.
R. B. Frost.	R. L. Newell.
John Decker.	John D. Smith.
Second Ward.	Fifth Ward.
C. B. Parson, Jr.	George W. Crowell.
John D. Miller.	W. H. Smith.
Third Ward.	Sixth Ward.
L. C. Plattman.	J. Ed. Parker.
John C. Harborth.	John Harborth.

The Councilmen are elected to serve two

GOVERNMENT DIRECTORY.

MAINE COUNTY COUNTY.

Meals served Monday in Wash Month.

C. D. Newell, Presiding Judge..... Mayville
J. C. Dyer, County Clerk..... Mayville
P. O'Connell, County Attorney..... Mayville
J. C. Dyer, County Engineer..... Mayville
J. H. Borden, Sheriff..... Mayville
J. H. Borden, Deputies..... Mayville
J. L. Melvin, Jailor..... Mayville
J. C. Dyer, Assessor..... Mayville
C. Burgess, Tax Collector..... Mayville
Quarterly Court meets Tuesday after the second Monday in February, April, and October, and has civil jurisdiction in the amount of \$200.

CINCINNATI.

John J. Harbeson, Judge..... Flemingbridge
James M. Connelley, County Atty..... Mayville
H. N. Woodward, Clerk..... Mayville
J. C. Dyer, Assessor..... Mayville
C. Burgess, Tax Collector..... Mayville

—County Meet—

Session—At Meigs County Court Monday in February and June and third Monday in November and May and first Monday in April and January, Tuesday after fourth Monday in April and first Monday in September and first Monday in December and first Monday in February.

Group—At Greenup first Monday in April and first Monday in September and first Monday in November.

At Vanceburg third Mondays in January and May and first Monday in September and first Monday in November.

At Middlesboro first Monday in March, third Monday in July and second Monday in October.

D DAYTON.

DAYTON.

Y INVITED!

York Store.

best special Cotton, 10c.
th 70c.
th \$1
worth 20c
value in Mayville


17c

We handle the R. & G., W. B. and
brought them before in your life.
sc., worth 30c.
regular 10c. value
th 10c.

& CO.

rk Store

JOB PRINTING!



**WE
PRINT
EVERYTHING
THAT
CAN
BE
PRINTED***

**PUBLIC LEDGER
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PRINTED IN U.S.A. *EXCEPT TYPEWRITERS

COAL!

Don't close any contract for Coal without seeing Wm. Davis. He has bargains for you in that line. Black Band and Chesapeake Coal for the same price you pay for Pomeroy. Semi-Cannel Coal cheap. Ask the price.

Wm. Davis

BEYOND
LIMESTONE BRIDGE.